

Zero.6 is the the peak of Wilier Triestina technology: we finally reached the goal to produce a 680 grams painted frame, keeping the handling and stiffness our products are famous for. It is not so difficult to save 100 grams from a standard frame, but it has been almost impossible to shave that weight from a sub-800 superlight frame, known as Zero.7 . We are talking about 15% of the overall weight. In these years we tested several types of carbon, using the existing mould of the Zero.7 . We used different kinds of carbon and different ways to "lay-up" the frame. We built and destroyed several samples. After almost two years, finally, we found the way to have a super light weight, resistance, stiffness, perfect handling, all in the same package. The main news is about the new carbon fiber used in combination with trusted 60T and S.E.I. FILM: this fiber is named DIALEAD™

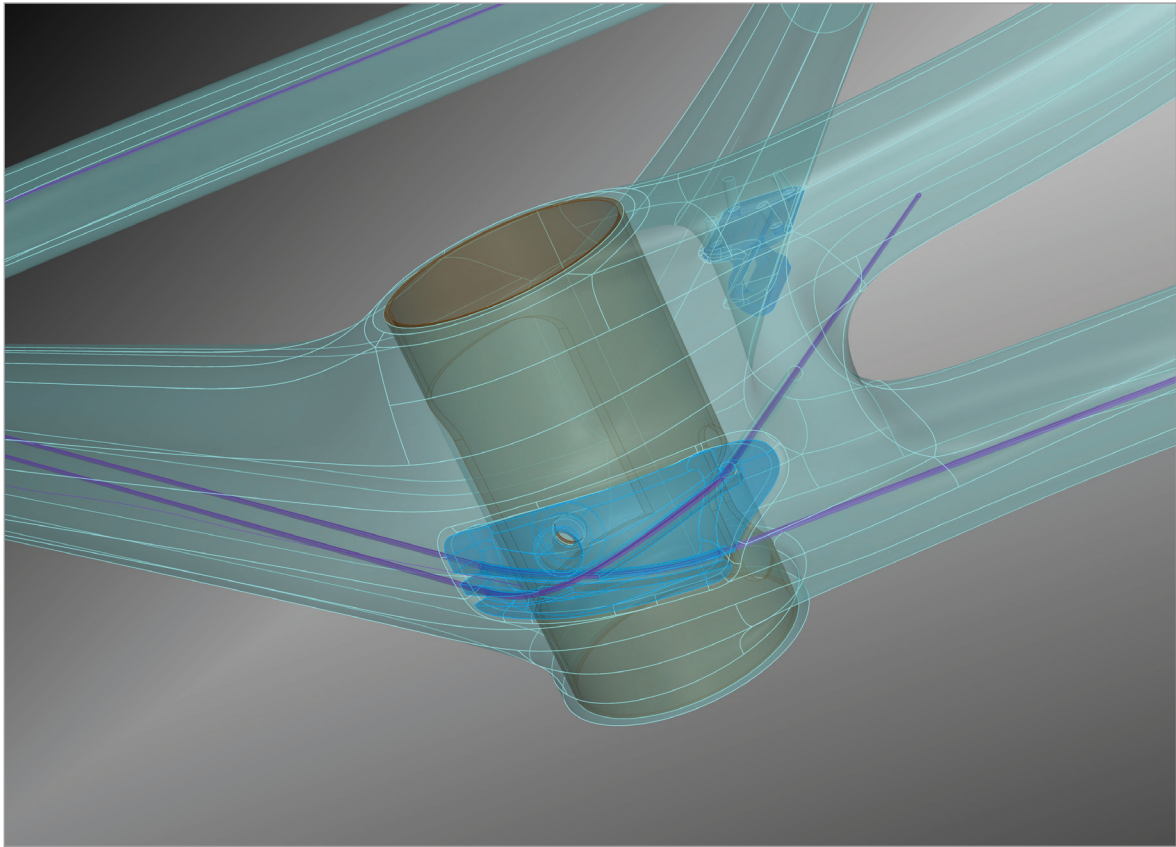
These new carbon fibers call DIALEAD™ produced by Mitsubishi Japan are formed from a material called PITCH, which is obtained from hydrocarbon fossils. This type of fiber has a high degree of purity and an ultra high modulus. DIALEAD™ therefore has a higher compression of the fibers and better orientation, which enables the creation of ultra-light and ultra-resistant products, such as Zero.6.

That would be too easy. The complete process had to be renewed: different temperatures and different pressure during molding. This new process adds another point to the long list that makes Zero.6 absolutely exclusive: we needed to open a new mould because we cannot use the Zero7's mould. It doesn't matter that the shape is 99% the same. The process needed a new platform to be able to produce such special frame.

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To achieve greater riding stability and aerodynamic efficiency, Wilier Triestina's technicians have focused their attention and research on the front end of the frame. We found that by repositioning the down tube and the top tube with respect to the head tube, the head tube's height virtually increases. The resulting virtual increase increases torsional stiffness by 14% over the same size frame in the previous version of the Zero.7. With this new configuration, the down tube seamlessly integrates with the crown of the fork and generates an aerodynamic profile that reduces drag. The fork's legs boast the same aerodynamic features as the TwinBlade and Cento1AIR models. The fork's brake hole is hidden by the down tube which keeps it clean and well protected. The resulting new design also gives the front end improved aesthetics with simple, harmonious lines.



Zero6

Wilier Triestina's designers know perfectly well that it is the details that make the difference. Little things can make a huge difference. This is why they haven't neglected any of the details in the new integrated cable system. The plate through which the rear brake cable enters the top tube has been redesigned to permit passage of electronic wires if running an electronic group. This 2-in-1 plate is minimal, almost negligible in weight, and cleanly integrated into the frame. The same applies to the shifter cables (the front and rear derailleurs in the mechanical version), which enter through a tiny plate on the down tube. The special internal design of this plate perfectly guides the cables inside the down tube, minimizing friction and keeping the cables tense and perfectly straight up to the point where they cross over in the plate positioned underneath the bottom bracket. The shifter cables cross over outside of the frame on a cable guide plate, making it impossible to direct them the wrong way. When using an electronic group, the plate on the down tube is replaced by a blind plate, giving the frame a cleaner, more elegant look. The shape of the cable routing plate under the bottom bracket is specially designed to cross over the shifter cables with minimum friction and provide the perfect cable angle for the function of either shifter cable. We made sure that the rear derailleur cable is kept suspended inside the chain stays without touching its walls. In the derailleur however, it allows the cable to reach the attachment point to the derailleur at a natural angle. The cable guide plate is flush within the frame, which provides a smooth aerodynamic surface. This improves air flow over models using a traditional plate.

Zero 6

COLOR	CARBON / SILVER
FINISH	MATTE / GLOSSY
COLOR CODE	E1



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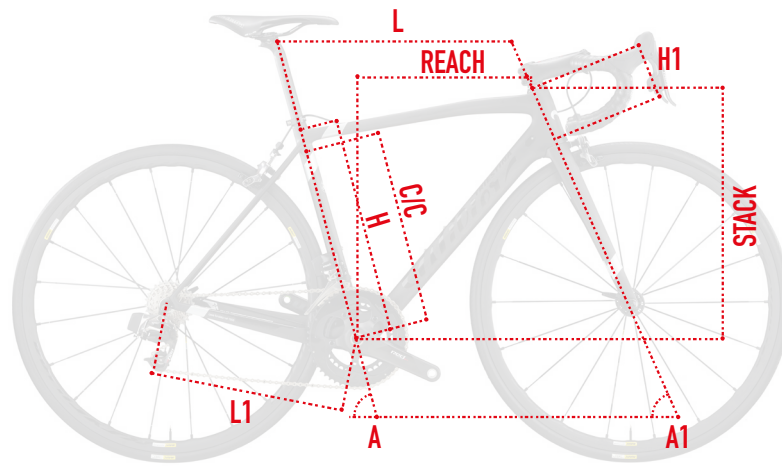
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ROAD COLLECTION


INFINITAMENTE
Wilier TRIESTINA 

custom colors available through Infinitemente website at infintiamente.wilier.com

GEOMETRY AND SIZES



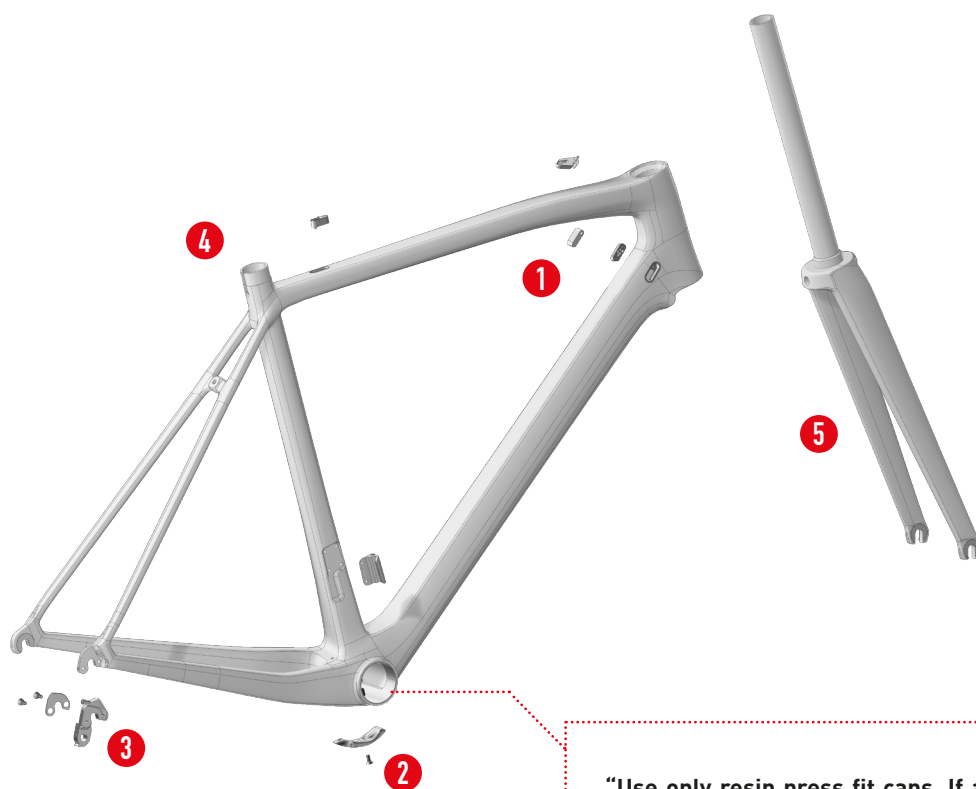
MISURA SIZE	H [cm]	C/C [cm]	L [cm]	L1 [cm]	H1 [cm]	A [°]	A1 [°]	REACH [mm]	STACK [mm]
XS	46	42	51,3	40,4	10,7	75	71,33	378	503
S	48	44	52,6	40,5	12,1	74,5	72	382	519
M	50	46	54,1	40,6	13,8	74	72,5	387	536
L	52	48	55,6	40,8	15,5	73,5	73	391	554

TYPICAL USAGE	Road race, performance sportive, climbing
FRAME MADE	DIALEAD™ Pitch Base 65TON + 60TON + S.E.I. Film 680 G ± 5%
FORK	Carbon monocoque integrated 330 G ± 5%

FRAME DETAILS AND TECHNOLOGY RECAP	
HEADTUBE	TAPERED, 1"Ø TOP - 1"¼ BOTTOM
FRONT FORK O.L.D.	100mm
REAR STAY O.L.D	130mm
BB SHELL	Shimano PressFit (86.5 wide x 41 diameter)
SEAT TUBE DIAMETER	27.2 mm
SEAT POST	CARBON MONOCOQUE, 25 mm SEATBACK
SEAT COLLAR DIAMETER	31.8 mm
FRONT DERAILLEUR TYPE	BRAZED ON
TIRES CLEARANCE	UP TO 28mm
REAR DROPOUT TYPE	REPLACEABLE

Zero6

	DESCRIPTION	B2B CODE
1	CABLE PLATE	Di2 / Eps WTPZ6-1E - Mechanical WTPZ6-1M
2	CABLE GUIDE	HGACCE53.5
3	DROPOUT	HGACCE53.7
4	SEATCLAMP	HGACCE53.6
5	FORK	FC 69Z



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